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The Magazine



- ✈ San Diego North Island Open House
- ✈ San Diego Air & Space Museum
- ✈ Flying Leatherneck Aviation Museum & USS Midway Museum
- ✈ Visiting the CAF So Cal Wing
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- ✈ Report from Avalon: The 2011 Australian Airshow

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Cover: F-5N in aggressor paint scheme of the US NAVY at the SDNIOH 2011 photo by R. von Puttkammer.



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Behind the Lens & to the point

By Laszlo

Welcome to our **Free** April-May on-line issue of *The Magazine* by www.AirShowsReview.com.

In this issue we are covering the San Diego area as this area has tremendous aviation related events and exhibits from air shows to museums, as well as the biggest airshow in Australia and we flew with the Austrian Air Force in helicopters over the Alps.

In 2010 we covered over 30 air shows in North America, Europe and Asia. This year, we will try to cover a similar number of events, if our budget allows this. In 2011 several air shows cut back drastically their budgets or changed to an alternating two year schedule; having a show every other year due to tough economic times.

While our readership is expanding with every issue, last year *The Magazine* had been downloaded by over 130,000 readers worldwide, we face the same economic reality. We need to find sponsor(s) who can offset some of our production costs, especially if we want to maintain the available for “free” issue structure. Internet based or not, there are costs involved in the production of a high quality publication like ours, and our volunteers can only do so much.

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Inside the cockpit

By Coop



© 2011 by Coop

As much as I am not a fan of winter, it does serve a purpose. The lack of good weather impedes my ability to try to satisfy my insatiable appetite for flying. Which means that there is more time for working on the aircraft. This is a constant and necessary process that although is a labour of love is not as fulfilling as taking to the air in a roller coaster G pulling fun fest.

Throughout the year prior to each flight the aircraft are checked to ensure that they are safe. It is an external examination of the entire aircraft, including fluid levels, tire pressures, structural areas looking for damage, attachment points and general security.

Once a year the aircraft go through a thorough inspection where internal areas of the aircraft come under close examination. The large amount of disassembly renders the aircraft unserviceable during the process. This process usually takes about 4 days per aircraft and involves a few people working on the aircraft. Panels are removed to allow a detailed examination of the inside of the aircraft. They are checked internally to see if there are any stress cracks, signs of corrosion, loose bolts and many other items to ensure that the aircraft will be safe for another year. Filters are cleaned or changed, fluids replaced, avionics is checked for accuracy and pitot static systems are checked to make sure that there are no leaks. The list of items that are checked is extensive and leave no area untouched. After the inspection is complete a careful examination is conducted to ensure all areas have been re-lock wired as necessary and no tools have been left behind. All switches are checked and all controls for proper rigging.

After everything is done it is pushed outside for a run up check, to look for leaks. If everything looks good a test flight is the last item on the list (saving the best for last). The first flight after an annual inspection is always a careful one. Once this is completed the aircraft is signed off by the pilot and is returned to flight status. The work of aircraft engineers can never be overstated. These dedicated individuals work hard to make sure the aircraft is fit to fly. It takes years to gain the experience necessary to properly maintain these aircraft. I for one cannot thank these people enough for the long hours and sometimes back breaking work they do. If you could see some of the unusual angles they have to work with, the small places they have to crawl in, you would truly appreciate the work they do.

I help where I can, but my expertise is flying, I don't profess to be a magician like some of the people I have seen working on aircraft over my 38 year career.

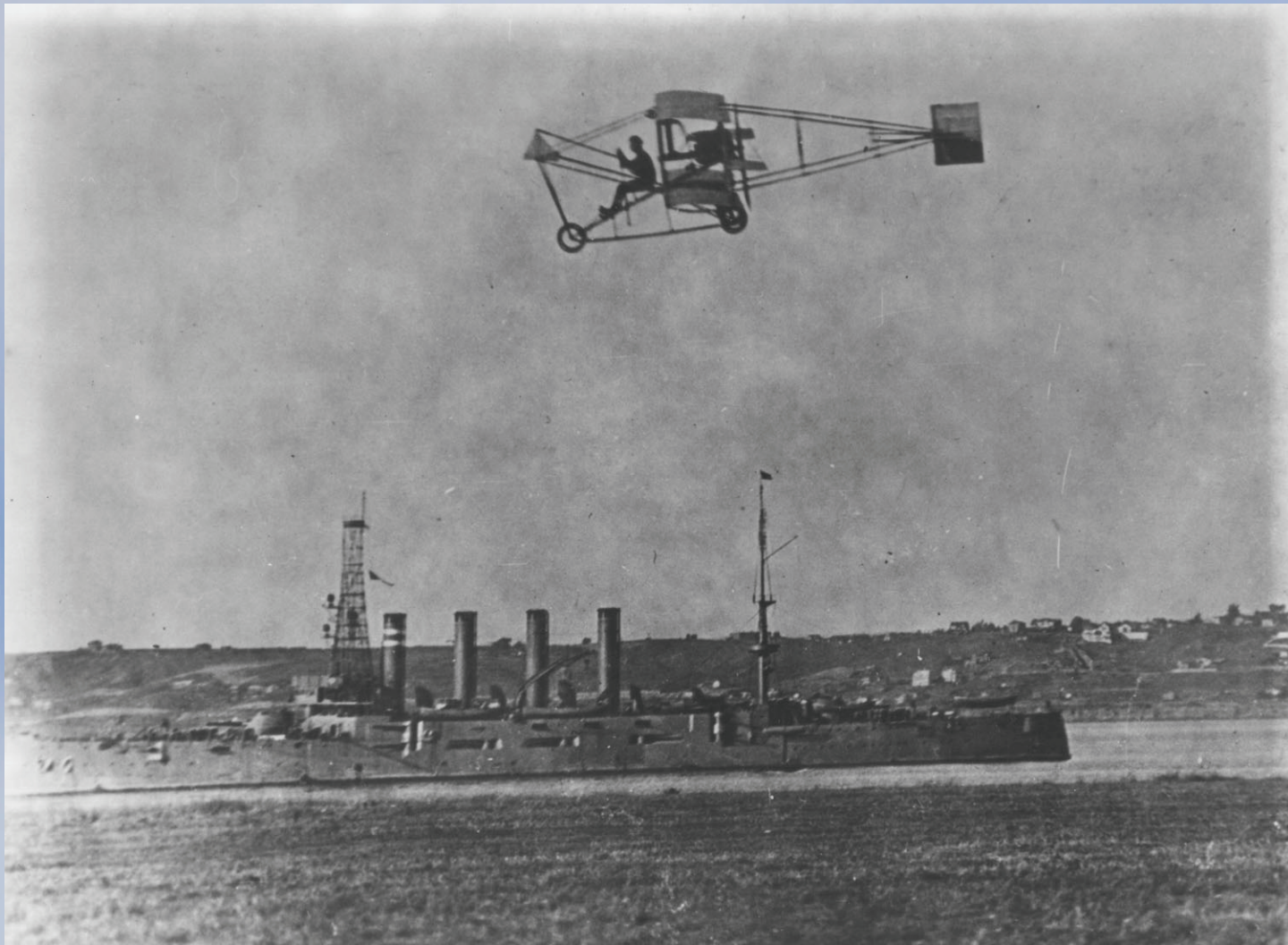




Parade of FLIGHT and NORTH ISLAND OPEN HOUSE

Article and photography by Ricardo von Puttkammer

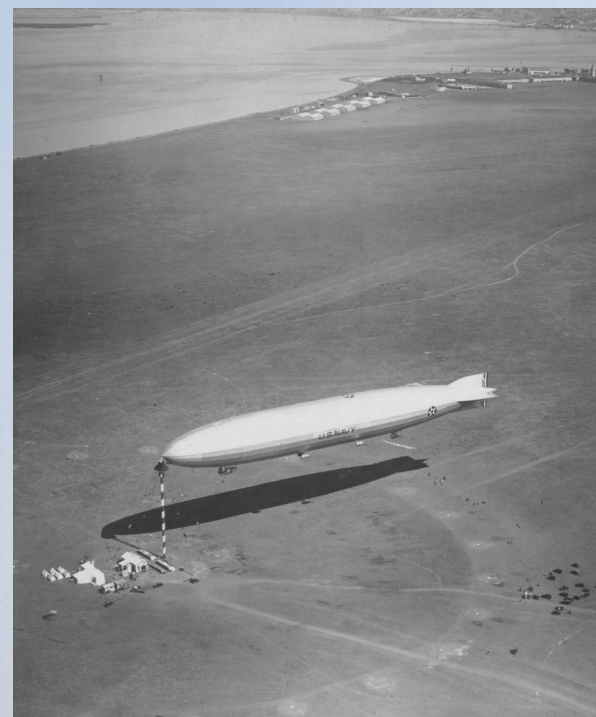
Grumman HU-16 Albatross



Curtiss A-2, naval training plane over USS WEST VIRGINIA, at Coronado, California, winter of 1912, above. The USS SHENANDOAH (ZR-1) airship in 1924 moored at NAS North Island, San Diego, CA., below. Photos courtesy of NASNI-Historical-Archive.

The United States Navy is celebrating 100 years of Naval Aviation with special events scheduled throughout the year. Naval Air Station North Island in San Diego, California was chosen to kick-off the celebrations with a parade of flight with more than 180 aircraft and an open house.

San Diego is a perfect location for this event since it is the birthplace of Naval Aviation. In 1911 aviator pioneer Glenn Curtiss showed to the US Navy the feasibility of airplanes for naval purposes when he made the first hydroaeroplane flight in San Diego. In the same year he also set up a flying school in North Island and submarine officer Theodore "Spuds" Ellyson became Naval Aviator Number One. Today Naval Air Station North Island is part of Naval Base Coronado (NBC) which is comprised of 7 more facilities making NBC one of the largest military complexes in the US Navy.



This event was not a regular air show. It was a one day event with the purpose to show off past and present aircraft that were used by the US Navy throughout this first 100 years. The gates were open to the public on Saturday at 9 AM. The parade of flight was scheduled for 1 PM. There were many things to see on the ground too. More than 70 aircraft were displayed in the static area with pilots and crew nearby to answer questions. Among them there were 3- P-3 Orion, 2- T-45 Goshawk, F-5N, F-5F, several F-18s, AV-8B Harrier, OV-10 Bronco, TA-4 Skyhawk, several UH-60s, T-28, T-34, S-3 Viking and F4U Corsair. Many of them sported vintage paint schemes. There are about 28 aircraft that have been chosen to have these historic paint schemes. The first aircraft was painted in July 2010 and the last ones are scheduled to be painted in March of this year. They are promoting Naval heritage and they will be present at selected air shows during the year. Missing from the static display was a F-14 Tomcat. There was also a classic car show and motorcycle stunt show that sure pleased the crowd while waiting for the Parade of Flight. Three ships were available for public tours: the aircraft carrier USS John C. Stennis (CVN-74), amphibious assault ship USS Peleliu (LHA5) and guided-missile destroyer USS Pinckney (DDG91). In the waters of San Diego Bay there were demonstrations of Navy LCAC (hovercraft) and a replica of the Curtiss A-1 Triad taxied on the water. Food vendors and bathroom facilities were plentiful. Available to the public were bleacher seats that could be purchased for \$5.00. Entrance to the base and parking were free. About 75,000 people came into the base to see the show and an estimated 200,000 others viewed the Parade of Flight from other parts of Coronado and San Diego. Some got stuck in the Coronado Bridge for hours and had to watch the show from there!



The U.S. Navy's First Airplane — the Curtiss hydroaeroplane replica in 2011 at San Diego.



The Navy parachute demonstration team the Leap Frogs started the aerial part of the show. Followed by, what everyone came to eyewitness, the Parade of Flight. This event was 3 years in the making. It was a challenging task to coordinate so many airplanes and helicopters to flyover. They were separated by 30 seconds and 2 minutes spacing. They came from 10 different airfields from Point Mugu to El Centro. They flew one at the time and also there were formation flights of 3 to 4 planes.

The Blue Angels were first to fly by, leading the parade. There were aircraft representing every decade from the 30s to today and representing the Navy, Marines and Coast Guard. Impressive was the CH-53 Super Stallion 8-ship formation. Among the aircraft flying were FJ-4 Fury, T-2 Buckeye, MV-22 Osprey, B-17, E-6 Mercury, HU-16 Albatross, AV-8B Harrier, EA-6B Prowler, EA-18G Growler, E-2 Hawkeye. An A-4 Skyhawk had mechanical problems and could not participate in the flyover. The grand finale was the mass Carrier Air Wing Nine. 36 CVW-9 aircraft from The USS Stennis took off from nearby Miramar and flew east over San Diego Bay in a formation that was one mile wide that was perhaps one chance in a life time for many to see so many different aircraft flying at the same time.

The only drawback to an almost perfect day was the traffic nightmare that some spectators coming in and going out experienced. Over all it was an excellent way to celebrate the Navy's Centennial of Flight. I would like to thank Heather Eritano from the Naval Base Coronado Public Affairs Office for her hospitality.





Modern Navy aircraft with retro paint schemes — frankly, they look outstanding! The EA-18G Growler (top) and the F/A-18C Hornet (below).



The Beechcraft C-12 Huron (top) and the Northrop Grumman EA-6B Prowler (below) with retro paint schemes.





An EA-6B Prowler flanked by (2) EA-18G Growler in the flyby, above.

The Navy's Boeing E-6B Mercury lower right.

(2) USMC F-16N with Aggressor grey camouflage from Top Gun, below.





F/A-18F Super Hornet in digital camouflage © 2011 Zdenek Kaspar Jr.



MV-22B Osprey © 2011 R.v. Puttkammer



AV-8B Harrier II Plus in formation © 2011 R.v. Puttkammer



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E-2C Hawkeye © 2011 R.v. Puttkammer



F-16F from NAVY's TOPGUN School © 2011 R.v. Puttkammer



MH-60R Seahawk © 2011 R.v. Puttkammer



The Convair YF2Y-1 Seadart, (on the left) and the Lockheed A-12, the forerunner to the SR-71 Blackbird (on the right) are displayed outside flanking the entrance of the museum.

VISITING THE SAN DIEGO AIR & SPACE MUSEUM

ARTICLE & PHOTOS BY LASZLO NYARY

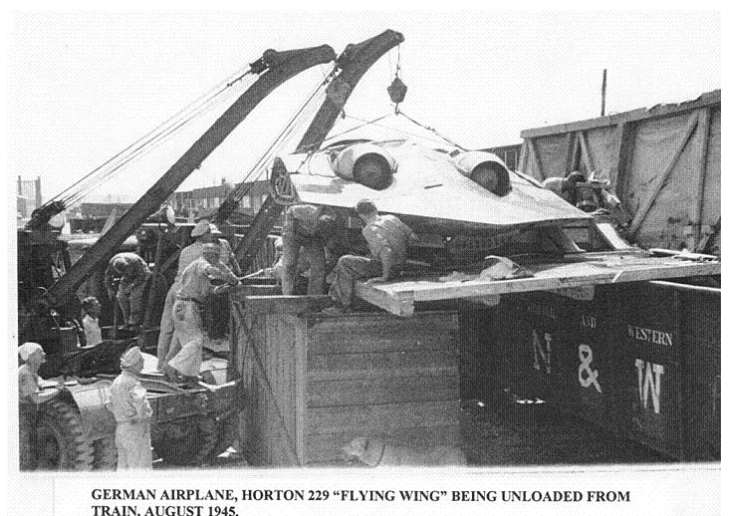
San Diego has many attractions beside the annual air show at the Naval Base; one of them being is the San Diego Air & Space Museum (SDASM). The Museum is located at 2001 Pan American Plaza, Balboa Park, San Diego, CA 92101. The Museum and gift store are open daily from 10:00 a.m. to 4:30 p.m. with admissions until 4:00 p.m. Closed Thanksgiving Day and Christmas Day. We, at The Magazine, had the pleasure to visit the museum in 2010.

The cost of admission currently for Special Exhibition is \$24 for an adult (any one over 12!), and for the regular admission is \$16.50, Seniors/Student/Retired Military with ID is \$21 (\$13.50) and for Youth 3-11 yrs old is \$12 (\$6.00) respectively, which is a bit on the pricey side. However, even considering such costs, over all our impression was very positive and it is recommended for any aviation enthusiast visiting San Diego, as it is considered to be as one of the USA's premier aerospace museums.

The original Museum building on February 22, 1978 burned down, with more than fifty aircraft, and the Museum's extensive artifact and archival collections were consumed in a matter of minutes. The new and current museum, which opened on February 22, 1980, held twenty-five aircraft, including a replica of the Spirit of St. Louis.

At the present, there are 63 air and spacecraft (some are replicas) with a several period cars on display, in the circular building of the museum, from the beginning of aviation to date. In the middle of the building is a large glass domed pavilion with a fountain and several aircraft on steel pediments: McDonnell Douglas F-4J Phantom II, MiG-17, Ford 5 AT-B Trimotor, Consolidated PBX-5A Catalina, Bell AH-1E Cobra (with rotating rotors) and a replica of a Mercury spacecraft capsule suspended from the ceiling.

There are some unique aircraft which can only be seen at the SDASM such as the Convair YF2Y-1 Seadart, the Ryan X-13 Vertijet and my favourite the German WWII secret Horton 229 Flying Wing replica (makes one wonder about the origins B-2, once one sees the uncanny resemblance, although apparently the B-2 was developed from the Northrop YB-49 Flying wing). Other aircraft that captured my interest were; the Lockheed Vega 5B (mock up) used in the movie Amelia, about Amelia Earhart, and the Gee Bee R-1 essentially an 800 hp Pratt & Whitney R1340 Wasp radial engine with small 25 foot wingspan wings attached.



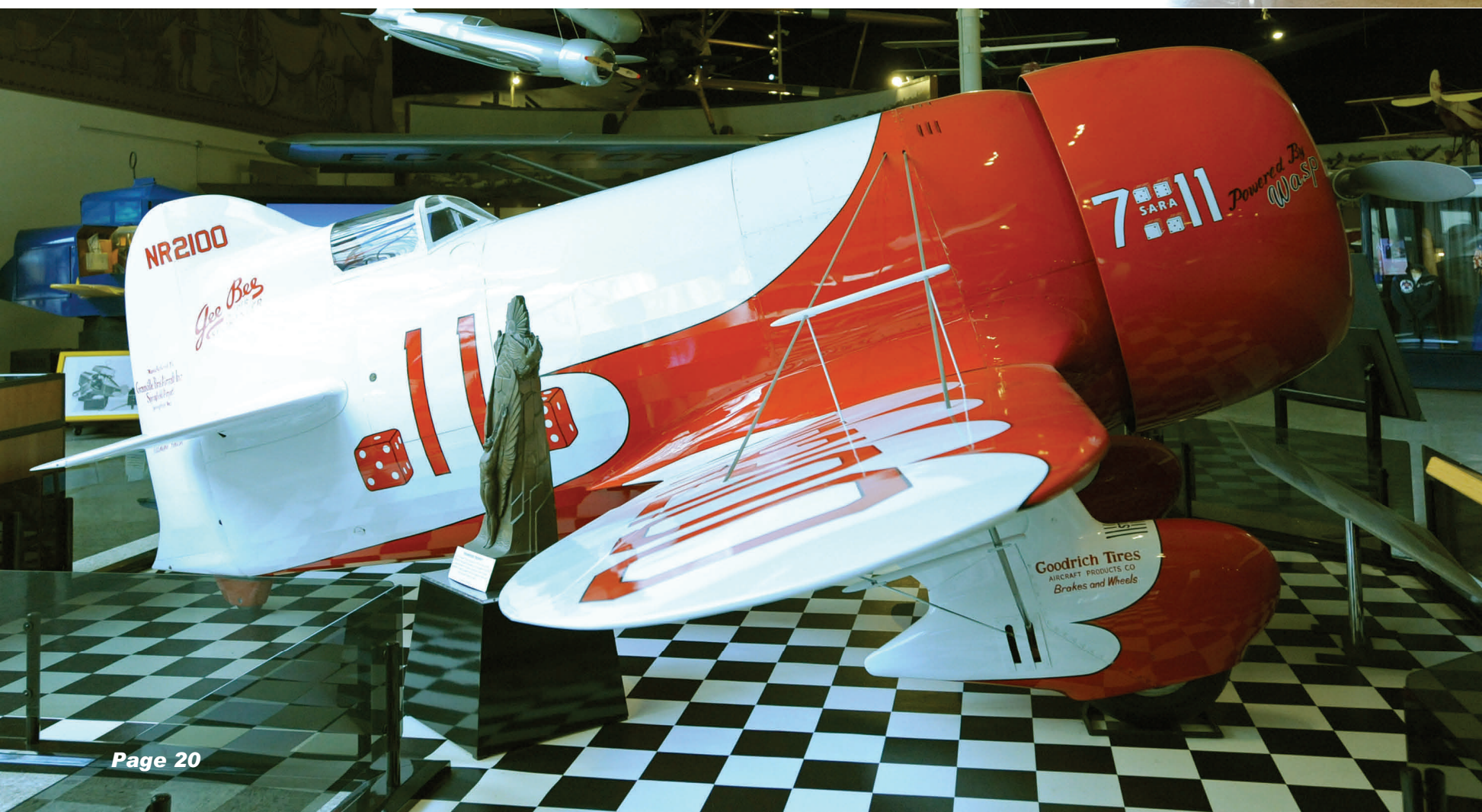
GERMAN AIRPLANE, HORTON 229 "FLYING WING" BEING UNLOADED FROM TRAIN, AUGUST 1945.

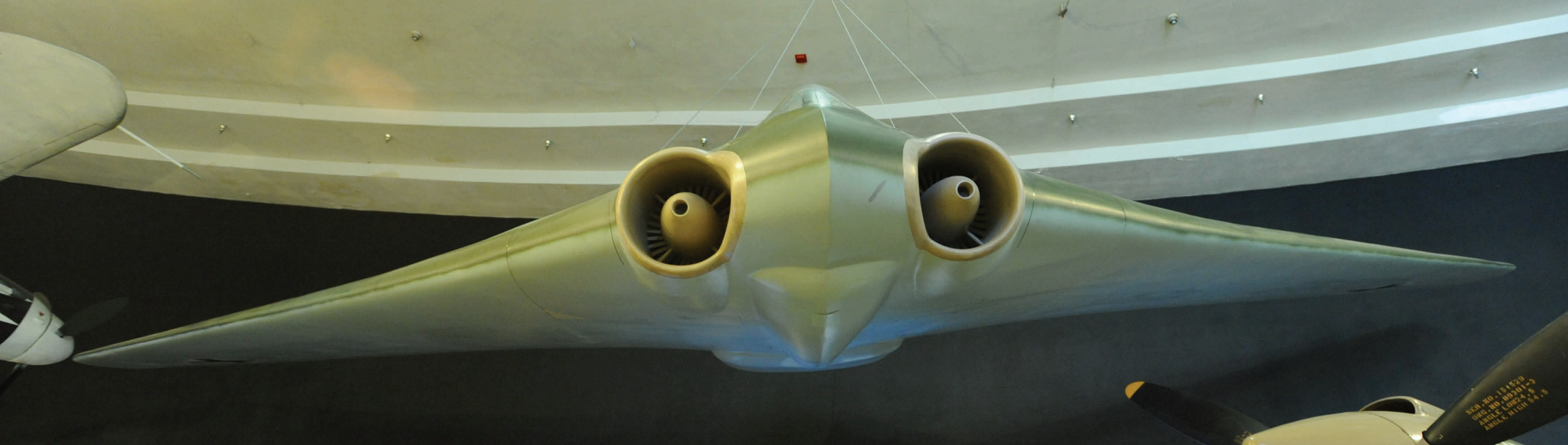
Further information can be found on the museum's website at: <http://www.sandiegoairandspace.org>





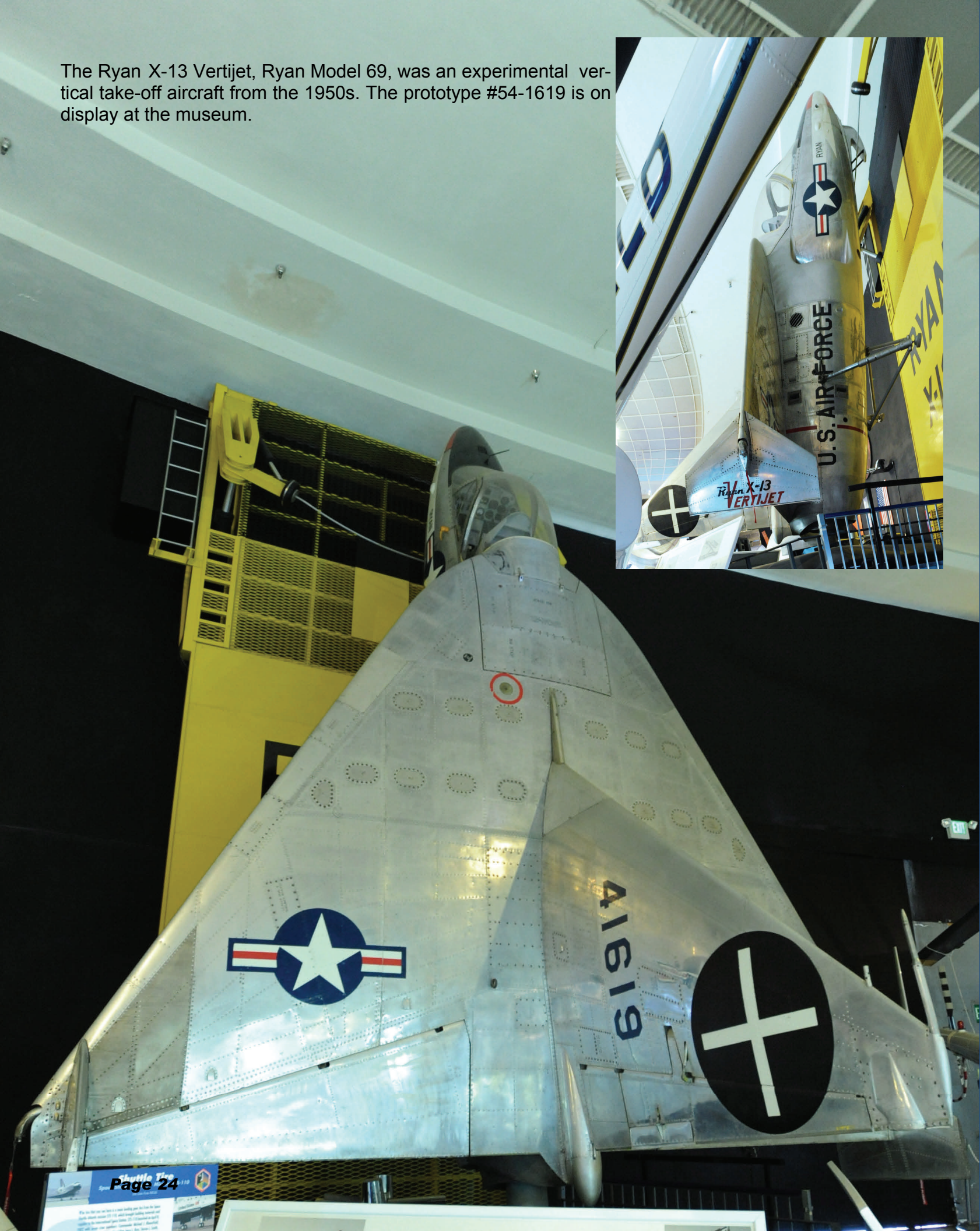
Amelia Earhart's Lockheed Vega 5B replica above, NYP-3 Spirit of St. Louis replica on the right, Gee Bee R-1 below, and Blue Angel 1, F/A-18A, below on the right displayed at the Museum.



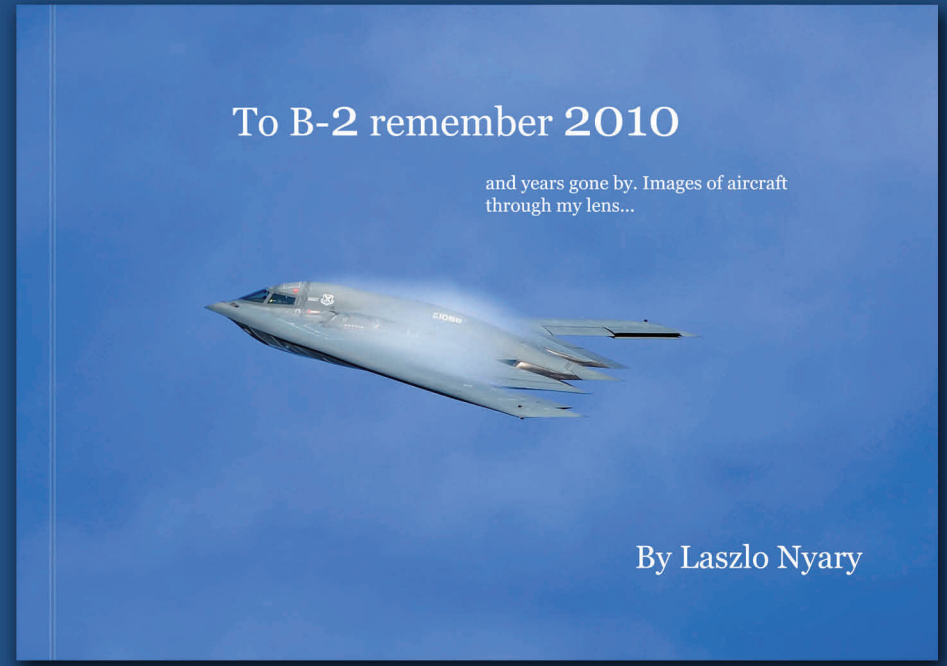


The Horten 229 Flying Wing mock-up is displayed at the WWII gallery of the San Diego Air & Space Museum. The original German Stealth Fighter. For more than half a century a real Horten 229 was kept in a Washington, D.C. warehouse by the US government. Recently the Northrop Grumman team has built a full scale replica from the original aircraft and tested to determine its stealth capabilities. The implications could have been monumental, if this aircraft had reached production in the early 1940's. For further information can [be found at here.](#)

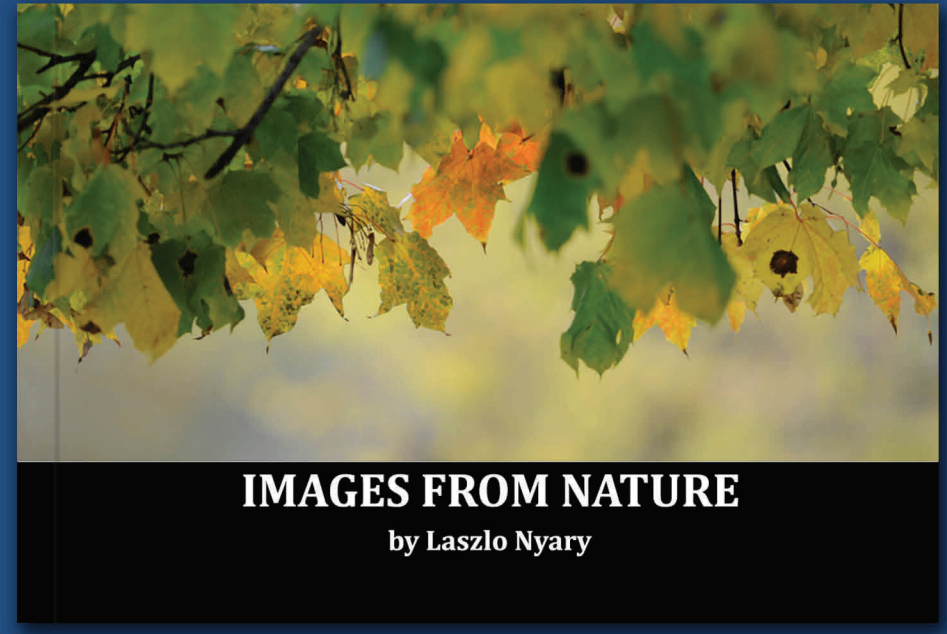
The Ryan X-13 Vertijet, Ryan Model 69, was an experimental vertical take-off aircraft from the 1950s. The prototype #54-1619 is on display at the museum.



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FLYING LEATHERNECK AVIATION MUSEUM

Article and photography by Ricardo von Puttkammer



San Diego, California has a wealth of attractions for aviation enthusiasts. Besides all of the Navy, Marines and airport movements in the area, there are 3 aviation museums within a few miles radius. One of these museums is the Flying Leatherneck Aviation Museum, (FLAM) located at the Marine Corps Air Station (MCAS) Miramar.

The FLAM is the only museum in the world dedicated to the primary purpose of preserving the history of U.S. Marine Corps aviation and boasts a collection of more than forty vintage aircraft, a library with extensive research materials, photos, video, valuable memorabilia and artifacts.

The original museum location was in MCAS El Toro. In 1999 the base was closed and the museum was moved to MCAS Miramar. Currently the museum has a large outside display area with about 30 airplanes and helicopters representing Marine Corps Aviation from World War II to the present. Among the historically important aircraft on display is an Iraqi Air Force Bell 214ST captured by the Marines during Desert Storm in 1991.

The current museum building has a collection of memorabilia and artifacts, along with the museum's store. Future museum plans include the construction of a 90,000 square feet building to house some of its collection and a research library among other things. Restoration of museum aircraft is done in a 25,000 square feet former warehouse aboard MCAS Miramar.

Some of the aircraft on display are: SNJ Texan, H-19, UH-34, TBM-3E Avenger, CH-53A, AH-1J, HUP-2 Retriever, F4U-5N Corsair, A-6E, F4D Skyray, OV-10D Bronco, F/A-18A, A-4M, A4C, A-4F, F-8E, RF-8G, F-9F-8P Cougar, FJ-3 Fury, F9F-2 Panther, F3D Skynight, F2H-2 Banshee, F-5E, T-34, F-4S, RF-4B, and AV-8C Harrier.



FJ-3 Fury of the Marines, top left, F4U -5N Corsair, above and Sikorsky UH-34 "SEA HORSE" helicopter below.



The Museum entrance is on Anderson Avenue which is off of Miramar Road. It is open Tuesday through Sunday from 9 AM until 3:30 PM. Admission is free.

When visiting San Diego make sure to stop by the Leatherneck Aviation Museum. For more information visit <http://www.flyingleathernecks.org/index.html>



Iraqi Air Force Bell 214ST captured by the Marines during Desert Storm in 1991, top left. Rockwell OV-10 "BRONCO" below left, DOUGLAS F3D-2 "SKY KNIGHT" above and Bell AH-1J "SEA COBRA" below.





Visiting the ^{USS} Midway MUSEUM

by Ricardo von Puttkammer

Another must see attraction when visiting San Diego is the USS Midway Museum. In 2004 the USS Midway became the newest and largest of five aircraft carriers that are now floating museums in the United States. The others are: the USS Intrepid in New York City (1982), USS Yorktown in Charleston, South Carolina (1975), USS Lexington in Corpus Christi, Texas (1992) and the USS Hornet, Alameda, California (1998).

The USS Midway (CV-41) served with the United States Navy for 47 years. Built by Newport News Shipbuilding in Hampton Roads, Virginia. Its keel was laid in October 27, 1943. She was commissioned in 1945, starting a long and distinguished career. The 1,000 foot long ship was the largest carrier of the fleet at that time. It did three combat tours in Vietnam. In June 1965 two F-4B Phantoms of VF-21 engaged 4 North Vietnamese MIG-17s, downing 3, thus scoring the first victory over MIGs in Vietnam. That same month two A-1H Skyraiders shot down another MIG-17. Another important chapter in the carrier's history was its participation in Operation Frequent Wind during the evacuation of Saigon on April 20, 1975. Its fixed wing aircraft were flown off to Naval Air Station Cubi Point in the Philippines to make room for 10 USAF H-53 helicopters. They flew more than 40 sorties in 2 days bringing more than 3,000 Americans citizens and Vietnamese refugees onboard the ship. At one point during the operation a South Vietnamese Cessna O-1 Birdog was allowed to land on the ship, carrying the South Vietnamese pilot, his wife and their five children!

In January of 1991 the USS Midway, in the eve of her decommission, flew the first air strikes of Operation Desert Storm to liberate Kuwait from the claws of Iraq. Aircraft onboard Midway flew more than 3,000 combat sorties during the first Gulf War.

She was permanently decommissioned on April 11, 1992. During her years of service there were numerous modifications to her hull. She went from 45,000 tons to 74,000 tons by the end of her career. More than 200,000 sailors served on the USS Midway.

The Museum is docked across Coronado Island where Naval Air Station North Island is located. It has over 60 exhibits. Among its 25 restored aircraft on display are: A-7 Corsair, A-4 Skyhawk, F9F Panther, F9F-8P Cougar, F/A-18 Hornet, F-8 Crusader, SBD Dauntless, S-3 Viking, A-6 Intruder, F-4 Phantom, F-14 Tomcat, TBM Avenger and RA-5 Vigilante. Currently under restoration are the F4F-3 Wildcat and the F7U-3 Cutlass. The Address of the museum is 910 North Harbor Drive, San Diego, CA 92101 (along side Navy Pier). It is open every day 10 AM to 5 PM except Thanksgiving and Christmas. The cost of admission is \$18 for adults and \$10 for children over 6 years old. Paid parking is available at the Navy Pier. The museum also offers self guided tours, a gift shop, cafe and flight simulators. For more information visit <http://www.midway.org/>



The A-7 Corsair II can be found on the flight deck of the USS Midway, top left, while the SBD Dauntless is below deck, bottom left. The F9F Panther was the first Navy jet to see combat action in Korea, top right, while similar looking F9F-8P Cougar was a photo reconnaissance from the late 1950's right bottom. All photos © 2011 R. von Puttkammer.





On Saturday, February 19, 2011, we visited the museum and airfield located in Camarillo, CA., a small but quite an interesting museum. The Southern California Wing, CAF was formed in March, 1981, and now has 350+ members. They are a non profit educational organization and everyone we met during our tour and visit to their gift shop, offered answers to our questions while other personnel were actively working on various restoration projects being undertaken both within hangars and outside on the tarmac. They post a calendar that allows visitors to observe their restoration projects.

Camarillo is the home base for one (1) of only three (3) flying Japanese Zeros in the entire world. The plane that we saw, the Mitsubishi A6M3 Type 0 Model 22 Zero, has been in different movies and TV specials. Many of you, our readers, probably had family who served during World War II. This museum, with its different planes, also had other World War II artifacts that allowed its visitors to see, up close and personal.

A bit more about their Zero: The Mitsubishi A6M3 Type 0 Model 22 Zero, at Camarillo, was originally delivered to the Imperial Japanese Navy Air Group #3. The aircraft was recovered from Babo in New Guinea in 1991, partially restored from several A6M3s in Russia, and then brought to the United States for completion of restoration. In 1998 the aircraft was re-registered and displayed at the Santa Monica Museum of Flying. Currently, this aircraft has a Pratt & Whitney R1830 engine (compared to the original Sakai engine in the Planes of Fame Museum's flyable A6M5 Zero). There is, nevertheless, the fact that Japan had a contract with Pratt & Whitney before WWII in which P&W provided engines for fighter planes and other aircraft. It is, therefore, conceivable that some of the planes participating in the Pearl Harbor attack could have been powered by American engines.

Steve Barber, their wing leader, offers rides in their P51, Man O War, which is quite a unique experience. They also offer rides in their T-6/SNJ Texan, PT-19 Cornell planes. Other aircraft are: Grumman F8F-2 Bearcat, Grumman F6F-5 Hellcat, SNJ5-Texan, Curtiss C-46-F Commando (China Doll) that was undergoing changes while we were there, to make it 'lighter' and allow for rides as well. Also seen were the Fairchild F24-R Forwarder - Argus, Fairchild PT-19A Cornell, Supermarine Spitfire MK FR XIV in restoration, and their SNJ-4 Texan that had been recently fully restored and was offered to the public for rides too.

Also on site was a PBJ/1J (B25) Mitchell Bomber. The B25, will be painted in the colors of a Marine Corps PBJ-1J, and its name will be "Semper Fi."

The museum and airfield are easy to access at 455 Aviation Drive Camarillo, CA 93010; 805-482-0064. Their rates are reasonable at: Children 5 and under: Free, Children 6-12: \$7, Children 13-17: \$9, Adults 18-64: \$10, and Senior 65+: \$9. They are open 10 to 4 daily, but closed on Mondays and major holidays.

For family and aviation enthusiasts, this is a great place to visit. Depending on LA traffic, it's about an hours drive north of LA, but well worth the effort. More information can be found at <http://cafsocal.com/>



Aircraft of the CAF So-Cal Wing at various air shows and at Camarillo: Mitsubishi A6M3 Zero top left, F8F-2 Bearcat above, B-25, Spitfire Mk XIV and the Zero, below.





The Curtiss-Wright C-46F Commando, above and the SNJ-4 Texan, below at Camarillo Airport



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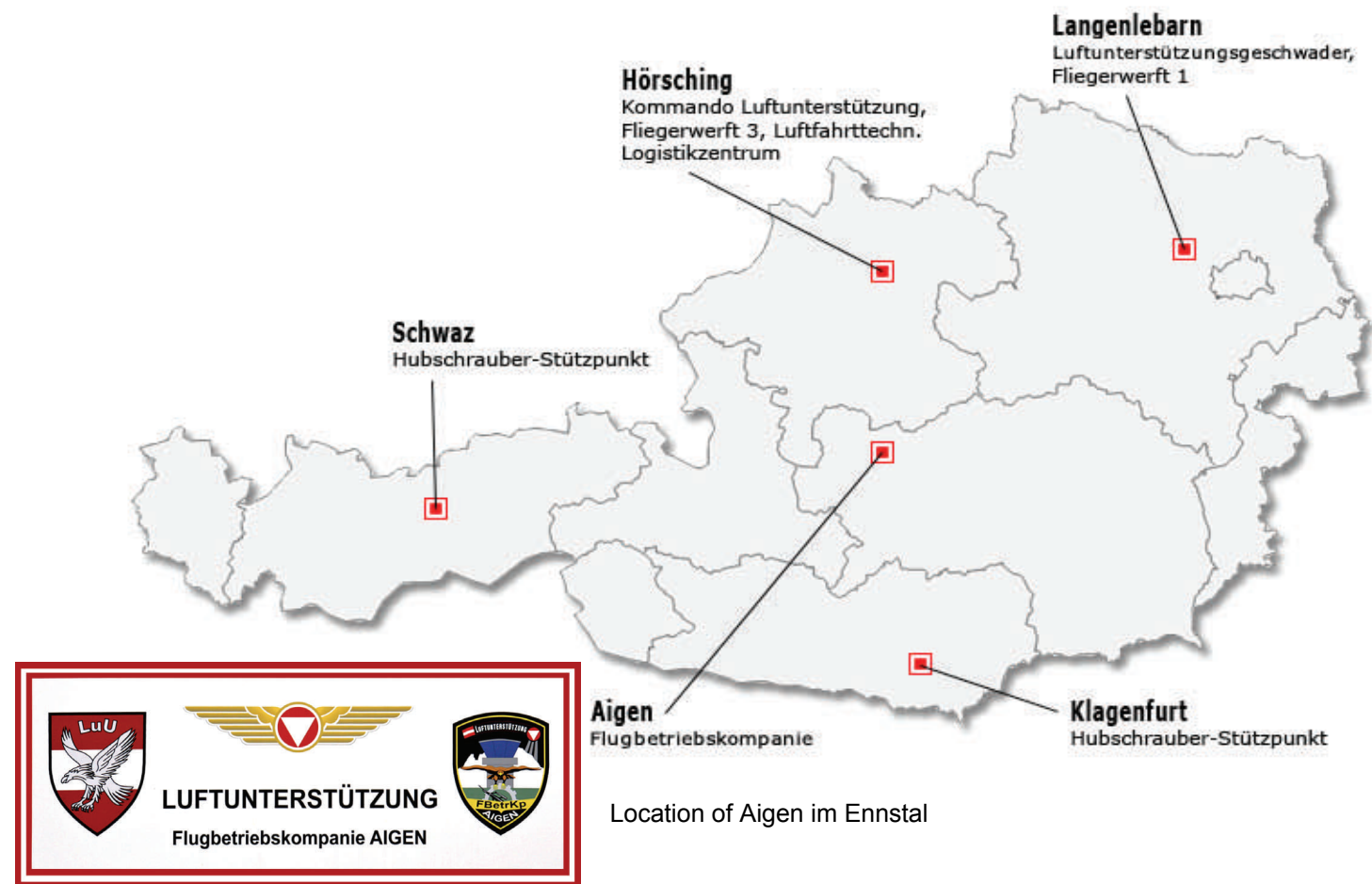


Flying high with the Österreichische Luftstreitkräfte
Article and photography by Wolfgang Jarisch



Today, we are in Aigen im Ennstal at the Austrian Air Force helicopter base. The AAF twice a year, holds a special high altitude mountain exercise; the HGL. These special exercises last for two weeks each. This year the event started on February 28, at the Fiala Fernbrugg Base.

The Base is named after Benno Fiala Ritter von Fernbrugg, who was the third most successful fighter pilot of Austria-Hungary in World War I, (31 victories including 28 recognized). The base is located in Styria, about 10km southwest of Liezen, which is a part of Austrian Air Force air support wing. That base is also the home of the Fliegerabwehrbataillon 2 (Air defense battalion 2). The air defense system consists of the Mistral Surface to Air Missiles and the 35mm twin anti-aircraft gun 85, connected to the Skyguard 79 fire control radar. The helicopters which are based here are the Sud-Aviation Alouette III, offer excellent peripheral outward visibility to the crew, and are the perfect helicopter for flying close to the high peak of the Alps. 28 of this type of helicopters were delivered to the AAF in the beginning of 1967. Today about 20 are airworthy. The SA Alouette III's are also based in Langenlebarn, Klagenfurt and Schwarz in Tyrol.



The SA 316B Alouette III is developed to operate in the mountains. The performance characteristics and configuration of these helicopters is for high altitude operations and are particularly well suited. The equipment with a winch and external load hook allows for versatility. Some of the Austrian Allouettes are equipped for FLIR-missions. Since that time the crews practice successful rescue flights in the night with winch retrieval.

The following missions were flown by the AAF with the Allouette III

- External cargo transport
- SAR-flights
- Ambulance flights
- Border surveillance flights
- Firefighting flights with water tank on the external load hook
- Photo Flights
- Connection flights of all kinds

The first yearly HGL (High Mountain Landing) exercise starts at the end of February, and the second one is in September. By splitting the exercise into two sections it gives the participants a variety of weather and snow conditions that they can encounter in the Alps. In February they exercise to land in the snowy mountain peaks, which is extremely difficult for beginners, due wind conditions, depth of the snow, the condition of the snow, loose or hard and so on. In September the crews can practice the same routines without the snow. To perform the High Mountain Landings, and flying in the Alps is the pinnacle for the pilots flying helicopters.

This year, the AAF held one media day for a selected few journalists during exercise, and on March 3, I had the privilege to participate representing The Magazine by AirShowsReview. I would like to thank Lieutenant Colonel Manfred Chladt, Public Relations Officer, AAF, from Langenlebarn, for the exclusive opportunity that was offered to us at AirShowsReview, and for organizing such a perfect event.



The press conference participants, left to right: Lt.Colonel Hermann Grube, from German Air Force and Colonel Peter Trierweiler of the AAF; second frame; Lt.Colonel Hermann Grube, Colonel Peter Trierweiler, Brigadier Mag.Günter Schiffert of the AFF, Colonel Stefan Zott of the AFF, Colonel Staudacher of the AFF, and Lieutenant Colonel Manfred Chladt of the AFF.

After a very warm welcome, a press conference was held. Key speaker was Brigadier Mag. Günter Schiffert, Commander of the pilot school and air defense school of the AAF. Also at the table, Colonel Stefan Zott from the education unit in Langenlebarn (a former helicopter display pilot from team "Kleeblatt", who flies with four Agusta-Bell AB, 206A Jet Ranger); Colonel Staudacher from Aigen; Lieutenant Colonel Manfred Chladt, Public Relations Officer from Langenlebarn; Chief Instructor Colonel Peter Trierweiler, and from Celle, Germany's Lieutenant Colonel Hermann Grube Chief Instructor for rotary wing aircraft in Germany.

We wish to thank all at the table, for their informative and educational input, a very open and constructive discussion, especially to the key speaker Brigadier Mag. Guenther Schiffert.

Responsible for this two week HGL-course, is the Flieger- und Fliegerabwehrtruppendschule (Pilots and Air defense school), based in Langenlebarn. But for the HGL-course, they move to Aigen im Ennstal, because this base is situated at the beginning of the Alps, which is the perfect place for this type of training flights. An old Austrian law from the 60's states, for pilots to perform SAR-missions, they must have a minimum of 20 mountain landing experiences. The standard for the Austrian Helicopter Pilots is between a minimum of 100 up to 200 landings. Due to the expertise of the Helicopter Pilots of AAF, several other countries from the United States, Great Britain, France and Switzerland have relied upon them in the past, including the guests from Germany. There is a cooperative agreement between Germany and Austria for such training. Responsible for the German crew for this exercise, was Lieutenant Colonel Grube. According to him "this location is a perfect place to practice, because the German Alps area is too small to train for this kind of landing". Celle and Bückeburg are located in Northern part of Germany, to fly in the Alps, they have to fly a long distance which needs a minimum flight time of 30-40 minutes. In Aigen im Ennstal, the crews only required to fly for 10 minutes, and they are on the top of the mountains. They can choose between many mountain peaks.



The Control Tower at Aigen im Ennstal, with Mt. Grimming in the background and looking down on the SA 316B Alouette III being prepared for the media flight.

Lt. Col. Grube also mentioned that the Austrian pilots are one step ahead of their own for this type of flying. Austrian pilots and crews were trained to survive over the sea by the German Navy in Nordholz. This is just one of the many examples of cooperation between Austria and Germany.

This year the German Team came to the exercise with (1) MBB Bo.105P1A1M from Ausbildungszentrum C (Training Center C) from Celle, and (2) Eurocopter EC-135T1 from the Heeresfliegerwaffenschule (Army Aviation Weapon School) Bückeburg. The AAF used (4) Sud-Aviation 316B Alouette III, (1) Agusta-Bell AB 212 from Linz-Hörsching, (2) Bell OH-58 “Kiowas” and (1) Sikorsky S-70A-42 “Blackhawk” from Langenlebarn.

After the press conference we had a very good lunch, and then we had the opportunity to go flying with some of the helicopters to the peaks of some of the mountains. We had a choice to fly in either the Blackhawk or in the Alouette III. Which other Air Force would give us such choices?

I chose the Alouette III. We took off in a four ship formation. (3) Alouette and (1) Blackhawk. We were going very slowly in direction to Gesäuse, because the pilots wanted to give us plenty of time to take pictures. The German contingent went off in a different direction. Our formation changed many times, in order for all journalists to have different perspectives and time to take images. Over steep rocks we climbed higher and higher. It was amazing. The pilots showed us their high skills, and it was very impressive. I thought sometimes that our rotor blades were going to hit the nearby peaks, but this was only an issue for me, it wasn't for the well experienced crew. I asked the pilot, Captain Gerhard, about landing sites in these precipitous rocks, and he informed me that he has seen over ten possible landing sites, while I could not even see one, nor could imagine to land at such places.

After we flew for a while in the beautiful surroundings in the Gesäuse, we made a turn and started to climb higher, flying above many snowy mountain peaks. During our flight we once again changed our formation to give the few invited journalists several different angles for photos. On the horizon we could see one of the Germans EC-135T1, elegantly sitting on a mountain top. We're going the direction to Warscheneck, which is a mountain with a height of 2388m (7835 ft.) above sea level.



Team photo:left is Copilot Sergeant Allerstorfer, than me and Captain Gerhard Ott, thank you all so much! The Albatros D Va Biplane replica inside one of the hangars.

We practiced a couple of landings, to give us the experience and feel what it is like. The crew let me out from the helicopter for few minutes to take some shots from outside. (Thank you for this opportunity!)

Then I jumped back into the helicopter, we flew a few turns around the mountain top, and then we started going back to the base in formation. On our approach, and I could see the base, and I know, all great things, like our fantastic ride, must come to an end!

The day was truly a special one, and it was a good thing that I could come very early in the morning to the base representing AirShowsReview. I spent the first few hours of the morning in the control tower, and took some shots for the flight preparations and the first take offs of this day.

I was able to do the same, after landing from the official flight tour. I could go in one more time inside the tower. I waited for the German helicopters, so that I could take good shots of them approaching the base at Aigen im Ennstal. After that I could take a look at the hangars. In one of them, there was a special plane. I think there's no official picture that exists to date. It was a perfect replica of an Albatros D Va Biplane, which will be airworthy this year. I've heard from one of the persons in the hangar, that the engine maybe an original. If that is the case, then this would be the last functioning engine of this type worldwide. I'm not sure about this information's of type and engine, original or not. If I have a chance, I will look into this and give further details for AirShowsReview.

I would like thank all who made this day one of my best days when it came to aviation. My grateful thanks goes out to Major Schmutzler, who was responsible for flight control on this day, and a very special thank you to Lieutenant Colonel Werner Burgstaller, who made the contact with the public relations officials on behalf of AirShowsReview and myself. My thanks too for the fabulous ride with the Alouette III, piloted by Captain Gerhard Ott, and Co-pilot Sergeant Allerstorfer.

It was so exciting and impressive to fly so close alongside the mountain peaks! Now I know how eagles feel!





LUFTUNTERSTÜTZUNG
Flugbetriebskompanie AIGEN





Report from Avalon: The 2011 Australian Airshow

Report & photographs by: Ricardo von Puttkammer



The tenth biannual Australian International Airshow and Aerospace & Defence Exposition was held at the Avalon Airport in Geelong, Victoria from March 1 thru 6, 2011. It celebrated its 20th year and it is the centerpiece of the Royal Australian Air Force 90th anniversary.

The RAAF, formed in March 21, 1921, is the world's second independent air force. Avalon is the perfect venue to celebrate this important date since it brings together a number of current and vintage aircraft. The Royal Australian Air Force heritage was represented by warbirds that in some cases are rarely seen outside Australia. In the skies over Avalon the public could see living history with the only flying example in the world of a single seat Gloster Meteor from Temora Aviation Museum. Also flying was the Temora Aviation Museum Spitfire VIII and Lockheed Hudson along with RAAF Museum P-51 Mustang, CT-4 Airtrainer, CAC Winjeel and the magnificent CAC F-86 Sabre from the RAAF Museum / Temora Museum. The Historical Aircraft Restoration Society (HARS) contributed to the flying display with a Consolidate Catalina and a Lockheed SP-2H Neptune. Boomerang, P-40, Vampire, Sea Fury, Sopwith Pup, Tiger Moth and a few Harvards were also part of the RAAF flying heritage at the show. On Saturday the show also celebrated 75 years of the Supermarine Spitfire. Other vintage aircraft flying were the beautiful HARS Lockheed Super Constellation, Doug Hamilton shiny Lockheed L.12 Electra Junior and a DHA Dover.

This year marks the first appearance of the new RAAF F/A-18F Super Hornets at Avalon. Australia ordered 24 Super Hornets from Boeing as a stopgap measure while it is waiting for the long delayed and over budget Lockheed F-35A Lightning II. A mockup of the F-35 greeted visitors as they entered show grounds. These Super Hornets are extra wired so that if needed in the future they can be converted to Growlers, an electronic attack platform version of the F/A-18F. Super Hornets from No 6 Squadron delivered a powerful and loud display.

Several countries were represented on the ground and in the air. The Republic of Singapore Air Force flew one of its F-16Cs. The Italian Air Force brought the C-27J Spartan to the show with an incredible display as usual.



The United States Air Force contingent had several aircraft both on static and flying. The big attraction for many of the estimated 190,000 people who attended the show was the static display of 2 F-22 Raptors, appearing at Avalon for the first time. The highlight of the public days was the return to Avalon of the B-1B Lancer. As expected it was a crowd favorite with its 4 GE 101 engines on full afterburner for take-off delivering 30,000 lbs of thrust each. Two B-1Bs from the 7th Bomb Wing, 28th Bomb Squadron flew non-stop from Dyess Air Force Base in Abilene Texas in 21 ½ hours with 3 air refueling hook ups from KC-135s. One of the four crew members flying the B-1B on display, Lt. Col. Ty Neuman, a 13-year Weapons System Officer (WSO) in the B-1B explained that one of the goals of the air display is to demonstrate the speed, performance, and global power projection of the B-1. The highlight of the display was the demonstrated speed of this aircraft at low altitudes. Designed to penetrate deep into enemy forces using the terrain to mask the aircraft from enemy radar. The B-1B flies combat missions every day in the Afghanistan theater of operations. It flies Armed Over Watch missions where it provides surveillance and close air support for the troops on the ground. When needed the Combatant Commander, and ground forces all across Afghanistan, know that there is a B-1 overhead to take care of business in a moment's notice. The B-1's long loiter time and speed make this an ideal strike asset for a country as large as Afghanistan. Smaller fighter aircraft are limited in range and time on station, giving the B-1 the upper hand in today's combat environment.

The RAAF Roulettes formation aerobatics team was again performing at Avalon. The 40-year old team has been flying the Pilatus PC-9/A since 1989 when it replaced the Machi MB.326H. The team's mission is to promote the RAAF, help with recruitment and to entertain. The six-plane team is led by Squadron Leader Glenn Canfield, in his 6th season with the Roulettes and his third season as the Roulette leader. The team is based at RAAF East Sale where the Central Flying School is located (CFS). Since 1962 CFS has formed 3 formation aerobatic teams including the Roulettes.

For a complete review of the event please visit www.airshowsreview.com/2011_Avalon.htm



The Roulettes with their Pilatus PC-9/A



Gloster Meteor F8



Lockheed C-121C Super Constellation



CA-13 Boomerang



RAAF F/A-18 Hornets in action



ADF demo that included the Sikorsky UH-60 Blackhawk





Additional images from Avalon 2011



Hawker Sea Fury



Lockheed Neptune



Lockheed F-35A Lightning II (mockup)

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